

Proposed Short North Parking Pilot Overview

Background:

At the request of the residents of Short North neighborhoods, the City of Columbus commissioned a parking study to evaluate parking pressures in the area. The parking study consultants were tasked with developing a comprehensive approach to parking management, supply and operation in the neighborhood.

Throughout the study, the consultants conducted an open house, stakeholder interviews, focus groups and an online survey to gather feedback from the residents, businesses and developers. The consultants also evaluated the existing parking conditions and completed a parking inventory of the entire area to determine the number of available on-street and off-street parking spaces in the Short North. To learn more about the data collected, check out the Short North Parking Study Final Report located at <https://www.columbus.gov/publicservice/parking/Columbus-Short-North-Parking-Study/>.

The recommendations of the study focus on five key elements:

1. Enhancing the economic development and vitality of the Short North and surrounding neighborhoods;
2. Protecting residential neighborhoods;
3. Providing convenient, accessible parking as part of a multimodal transportation system;
4. Recommending a financially sustainable parking plan; and
5. Creating realistic zoning requirements for Short North developments.

Over the past 15 months, the Short North Working Group has been meeting in an effort to evaluate the study recommendations and provide the City with initial feedback and suggestions to move the recommendations forward. The working group has taken a thoughtful approach to consider the needs of the residents, businesses and developers as well as maintain the vibrancy of the neighborhood and improve parking conditions.

Where are we today?

The City is moving forward legislation to create a special parking area to better manage parking requirements associated with development. The next step is to address residential permit parking. The City is proposing the Short North Parking Pilot Program in an effort to protect neighborhood parking; to manage the demand for on-street parking created by commercial attractions; to promote retail patronage; to encourage the use of alternate forms of transportation; and limit congestion in the Short North. Please understand, this is a draft and not the final proposal.

The information below is an overview of the on-street restriction options, permit fees, visitor permits, business permits, technology needs, enforcement and the possible creation of a Parking Benefit District. This information is best reviewed with the draft permit parking map, the proposed Short North Parking

Pilot Program guidelines and the draft rules and regulations. These documents can be found by visiting <https://columbus.gov/publicservice/parking/proposed-short-north-pilot-program>.

Permit Parking Boundaries Map

- The gray shaded area in the permit zones will become “paid” parking for visitors to the area
 - Study recommendation: On-street parking should be priced higher than private parking to create turnover for residents during peak demand hours
- The unshaded area in the permit zones will remain “free” parking

On-Street Restriction

- In the “free” areas of each permit zone, below are two options:
 - 3 hour on-street restriction at all times; OR
 - 6 hour on-street restriction Monday through Friday from 7 a.m. – 4 p.m. and a 3 hour restriction at all other times of the day
- In the “paid” areas of each permit zone, below are three options:
 - 3 hour on-street restriction at all times; OR
 - 3 hour on-street restriction with the ability to purchase one additional hour; OR
 - 3 hour on-street restriction with the ability to purchase up to an additional 3 hours Monday through Friday from 7 a.m. – 4 p.m. and a 3 hour restriction all other times of the day
- Zone F will maintain a 3 hour on-street restriction at all times due to the significant daily impact from the university, medical center, and Battelle
- Permit holders are not held to the hourly on-street restriction or required to pay for on-street parking in the “paid” permit zones. This does NOT include single space meter locations.

Residential Parking Permit (sticker must be place on permitted vehicle)

- Fees & Renewals
 - Annual Fee: \$50 per permit
 - Prorated cost if purchased after June 30: \$25
 - Replacement cost
 - If lost or stolen: full cost of permit (\$50)
 - If changing vehicle info: free
 - Annual Renewal: expires January 31st
 - Renew online, mail or in-person at the Parking Violations Bureau, 2400 Impound Lot Road
- Permits
 - 2 permits per household
 - New multi-family developments are not eligible for residential parking permits
 - High Street buildings with residential units will not be eligible for residential parking permits
 - Existing High Street multi-family units that currently receive residential parking permits will be grandfather in and continue to receive permits

- Multi-family dwellings with four or more units that have available off-street parking will not be eligible for residential parking permits (still determining the feasibility)
- Visitor Permits (permit must be placed on the dash of the vehicle)
 - Available online or at the PVB and must provide the license plate number of visitor to make enforcement efficient. There are several options depending on the needs of the visitor:
 - 1 day pass: \$5.00 each, 100 passes per year (first 5 for free)
 - 3 day pass: \$10 each, 7 passes per year
 - 7 day pass: \$20 each, 4 passes per year
 - 30 day pass: \$40 each, 2 passes per year
 - If lost or stolen, must purchase a new permit
 - Visitor hangtags will no longer be issued in the pilot area
 - Residents who are eligible for a parking permit but have off-street parking may register with PVB to obtain access to visitor permits. (still working with vendor to determine the feasibility)

Business Parking Permit (Hangtag must be placed in vehicle to be legally parked)

- Fees & Renewals
 - Annual Renewal: January 31st (currently May, will extend current year to accommodate)
 - High Street Businesses – 2 per business
 - Annual fee: \$100 per permit
 - Replacement cost: \$100
 - Prorated cost if purchased after June 30: \$50
 - Off-High Street Businesses – 2 per business
 - Annual fee: \$50 per permit
 - Replacement cost: \$50
 - Prorated cost if purchased after June 30: \$25
 - Business permits provide access to legally park in the permit zone of the business location

Technology Options for “Paid” Residential Streets

- There are two options for “paid” residential streets. A mixture of pay-by-cell and multi-space kiosks OR pay-by-cell only.
- Pay-by-Cell
 - Requires all users to download the mobile payment app and create an account
 - All transactions completed with credit card
 - Pass convenience fee on to consumer (if applicable)
 - For none smartphone visitors, the option to call or text may be available
- Multi-space Kiosks
 - Option to pay with cash, credit card or pay-by-cell
 - Requires the user to enter the license plate number of the vehicle
 - Each kiosk services 8-10 parking spaces depending on placement

Enforcement

- Enforcement is critical to the success of the program. License Plate Readers will allow parking enforcement officers to drive down the street and quickly and effectively enforce residential permits, visitor permit and “paid” streets.

Parking Benefit District (Still vetting, these are possible options)

- Percentage of on-street parking revenue is given back to the pilot area to support programs
- Employee Parking Program (will require partnerships with garages, Central Ohio Transit Authority, Car2Go, CoGo, etc)
 - Possible options: discounted or free COTA bus passes; discounted rates or voucher program in area and downtown garages; use of Cbus and private shuttle to get employee to and from nearby garages outside the district; discounted memberships for Car2go and CoGo; etc.
- Validation Program: Provide small businesses the ability to validate parking for a reduced rate in a garage
- Shared Valet program: Consolidate several valet programs to increase on-street parking and provide a more user-friendly valet program
- Litter clean-up program in the “paid” parking areas
- Safety and security programs
- Communications and wayfinding programs to help visitors find parking and local attractions